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THE CANADIAN PACIFIC RAILWAY.
MANITOBA
THE CANADIAN NORTH-WEST.

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CANADIAN PACIFIC RAILWAY CO'Y.

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LAND REGULATIONS.
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The Company offer lands within the Railway Belt along the main line, and in Southern Manitoba, at prices ranging from

\$2.50 PER ACRE

upwards, with conditions requiring cultivation.

A rebate for cultivation of from **\$1.25 to \$3.50 per acre**, according to price paid for the land, allowed on certain conditions. The Company also offer Lands

Without Conditions of Settlement or Cultivation.

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THE RESERVED SECTIONS

along the Main Line, *i. e.*, the odd numbered Sections within one mile of the Railway, are now offered for sale on advantageous terms, to parties prepared to undertake their immediate cultivation.

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TERMS OF PAYMENT:

Purchasers may pay one-sixth in cash, and the balance in five annual instalments, with interest at SIX PER CENT. per annum, payable in advance.

Parties purchasing without conditions of cultivation will receive a Deed of Conveyance at time of purchase, if payment is made in full.

Payments may be made in LAND GRANT BONDS, which will be accepted at ten per cent. premium on their par value and accrued interest. These bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its agencies.

FOR PRICES and CONDITIONS OF SALE and all information with respect to the purchase of Lands, apply to JOHN H. McTAVISH, Land Commissioner, Winnipeg.

By order of the Board.

Montreal, December, 1883.

CHARLES DRINKWATER,
Secretary.

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THE CANADIAN NORTH-WEST

THE PRAIRIE SECTION.

The Prairie section of the Canadian North-West, extending westward from the neighbourhood of Winnipeg to the base of the Rocky Mountains, a distance of over eight hundred miles, contains large tracts of the finest agricultural land in the world. The prairie is generally rolling or undulating, the eastern and middle sections are dotted over with islands or clumps of wood, and in the western portion, the absence of wood in quantity is compensated for by the presence of vast coal beds; it abounds with lakes, lakelets and running streams, in the neighbourhood of which the scenery in many parts has been described as rivaling the finest park scenery in England. The richness of the soil and the salubrity of the climate, which is peculiarly adapted to the cultivation of grain and raising of stock, will assuredly cause this vast tract of country to become, in the near future, the home of millions of happy and prosperous people.

Dr. Hurlburt in his physical atlas of Canada, speaking of the immense areas in the North-West of Canada favorable for wheat growing, says: South of the northern limit where wheat has been found maturing, east of the Rocky Mountains, and west of Ontario, there are some nine hundred and fifty thousand to one million square miles in the North-West Territory of Canada. This immense area of six hundred million acres lies in a similar position on this continent, with climate almost identical with the best wheat countries of the old world, the western, northern, north-western and central parts of Europe. It lies, too, in the valleys of the great rivers of the northern half of the continent, the Saskatchewan, Assiniboine, Red, Winnipeg, Peace, Athabasca and Mackenzie, with probably a larger percentage of tillable soil than any equal area in the old world.

HOW TO REACH THERE.

The journey from England, Scotland, Ireland, or the continent, through to Manitoba, usually takes about 13 days. Through tickets can be purchased to points in Manitoba, by any of the Ocean Steamers running to Canada and America.

WHEN TO GO.

From 1st April to 15th May is the best time for a man with limited means to start for Manitoba, because he will have a chance to get some work done on his farm in time, probably, to secure a partial crop. March is too early, because the roads will not be in good condition for travelling when Manitoba is reached. Probably the finest time of the year for a man with means to go and locate land is August, September, or even as late as October, but he must not expect to do much in the way of improvements till the following spring. Before starting, he should write to the office of the Railway Company in London for a Land Guide Book, which will be forwarded free of cost by the Company's Agent, and by careful reading of this on the voyage out, an idea of the district he would like to settle on can be arrived at, and he will also to a certain extent become conversant with the system of survey, which will be of great assistance to him in his search for land.

WHAT TO DO ON REACHING MANITOBA.

On arriving at Winnipeg, the first step should be to visit the Land Office of the Canadian Pacific Railway Company, which is located in the station building where the settler alights, and there inspect the maps showing the Government lands open for free homestead entry. Should he desire, in addition to taking a homestead, to purchase land from the Company, he can ascertain the lands that are open for sale, and examine the field notes of the lands in the district in which he elects to settle, and receive reliable advice as to the locations best adapted for the class of farming that he wishes to follow.

Agencies have been opened at the following points along the line, where further information can be obtained, and the purchase of land effected without necessitating a return to Winnipeg:—Carberry, Brandon, Virden, Moosomin, Broadview, Wolseley, Regina, Moose Jaw, Maple Creek, Medicine Hat and Calgary.

The Government have established Intelligence Offices at Brandon, Moosomin, Qu'Appelle, Regina, Moose Jaw and Calgary. Each is in charge of an officer, who is always ready to assist the settler with advice in choosing his homestead. Attached to these offices are guides, whose duties are to show settlers to such lands as they may desire to see in their district, without charge. Transport and supplies are not furnished, but these can be secured at the towns where the guides are stationed. To obtain an entry for a homestead, the settler must appear at the Dominion Lands Office for the agency in which the land is situated. The agencies with the names of the agents are as follows:

<i>Agency.</i>	<i>Post Office.</i>	<i>Agent.</i>
Winnipeg.....	Winnipeg.....	A. H. WHITCHER.
Dufferin.....	Nelson.....	W. H. STEPHENSON.
Little Saskatchewan...	Odanah.....	A. E. FISHER.
Birtle.....	Birtle.....	GEO. W. PENTLAND.
Souris.....	Brandon.....	E. C. SMITH.
Turtle Mountain.....	Deloraine.....	JAS. HAYS.
Prince Albert.....	Prince Albert.....	GEO. DUCK.
Qu'Appelle.....	Regina.....	J. McD. GORDON.
Calgary.....	Calgary.....	WILLIAM HILL.

REGULATIONS FOR THE SALE OF LAND.

The completion of the Canadian Pacific Railway to the summit of the Rocky Mountains, 964 miles westward from Winnipeg, and the rapid progress made in the Government Surveys during the past season, enable the Company to offer for sale some of the finest agricultural lands in Manitoba and the North-West. The lands within the railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from

\$2.50 (10s. sterling) PER ACRE

upwards, *with conditions requiring cultivation.* Prices of lands, without conditions of Cultivation, may be obtained from the Land Commissioner. When cultivation or settlement forms part of the consideration, a rebate for cultivation will be allowed as hereinafter described.

These regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-sixth in cash, and the balance in five annual instalments, with interest at six per cent. per annum, payable in advance. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value and accrued interest. These Bonds can be obtained on application at the Bank of Montreal, Montreal, or at any of its agencies in Canada or the United States.

REBATE.

A rebate of from \$1.25 to \$3.50 (5s. to 14s. sterling) per acre, according to the price paid for the land, will be allowed on the acreage actually cropped on the following conditions:

1. The purchaser will not be entitled to rebate unless, at time of purchase, he enters into an undertaking to cultivate the land.
2. One-half of the land contracted for, to be brought under cultivation within four years from date of contract. In cases where purchasers do not reside continuously on the land, at least one-eighth of the whole quantity purchased shall be cultivated during each of the four years.
3. Where a purchaser fails to carry out fully the conditions as to cultivation within the time named, he will be required to pay the full purchase price on all the land contracted for; but if from causes beyond his control, proved to the satisfaction of the Company, a settler so fails, he may be allowed the rebate on the land actually cultivated during the four years, on payment of the balance due, including the full purchase price of the remainder of the land contracted for.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land, or improvements, to be paid by the purchaser.
3. The Company reserves from sale, under these regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water power thereon, and tracts for Town sites and Railway purposes.
4. Mineral, coal and timber lands and quarries, and lands controlling water power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.
5. The Company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.*

CHARACTER OF LANDS.

The following is a general description of the lands offered for sale as far as they have yet been examined:

LANDS EAST OF CARBERRY AGENCY.

Approximate area of railway lands, 125,000 acres. As these lands are amongst the first surveyed in the Province of Manitoba, it is hardly to be expected, that after the culling over which

* Liberal rates for settlers and their effects will be granted by the Company over its Railway.

the townships received by the early settlers that there would be much desirable land left for settlement. In soil they are chiefly of a sandy nature with a large area of marshy lands.

The lands between Winnipeg, Shoal Lake and Lake Manitoba are only adapted for grazing, and those lying on the western confines of the district are chiefly valuable for the timber on them. With drainage, some of these can be made excellent farms. This district may be considered as having the poorest lands on the line.

CARBERRY AGENCY.

Approximate area of railway lands, 300,000 acres. Some of the best lands, notably those of the Beautiful Plains, were disposed of by the Government before the Company's charter. The eastern and southern portions of this district are not likely for some time to invite the attention of the agriculturist, owing to their being covered with timber, and also to the light nature of the soil. South of the track, and between ranges 9 and 16, is known as the Sand Hill district. The lands in the vicinity of Carberry and north and west of that point possess special attractions for the farmer.

BRANDON AGENCY.

Approximate area of railway lands, 500,000 acres. The lands throughout this district, excepting in the south-west corner where vast hay-marshes prevail, are uniformly of good character, consisting chiefly of sandy and clay loam resting on gravelly clay subsoil. This district is specially favored, having sufficient wood to meet the requirements of settlers for some time to come. The greater portion of the lands have been sold under cultivation conditions, and no better evidence of the wisdom of this policy can be desired than one gains from an inspection of the vast number of acres of wheat growing on railway lands now ready for the harvest. This section includes within its borders the famous Elliott, Plum Creek and Oak River settlements, which are to-day the most thriving in the Province, giving evidence of the high character of the soil.

VIRDEN AGENCY.

Approximate area of railway lands, 375,000 acres. This district is well watered by the Assiniboine and Pipestone rivers, both wooded. The former to the north and the latter to the south of the line, with the railway, divide the belt into four equal parts. The lands to the south of the Pipestone are hay lands; between the Pipestone and the northern limit of the belt the lands are almost invariably adapted to agriculture. The soil has a larger percentage of sand than the Brandon district, particularly in the south-eastern part, where sand hills appear. Owing to their dryness, sowing can be done as soon as the snow disappears, and being of a warm nature, the crops will ripen early. The favorite parts are in the neighbourhood of Oak Lake, near Virden, extending therefrom north-west along the Assiniboine, and in range 24 north of the Assiniboine river.

MOOSOMIN AGENCY.

Approximate area of railway lands, 425,000 acres. The best lands are found along the Pipestone Creek, in the south-west corner of the district, and in the neighbourhood of Moosomin and Fleming stations. The western portion is well wooded, and the eastern abounds with hay meadows and ponds. The soil is probably a shade heavier than that of Virden district. The surface is varied by poplar bluffs, prairie glades and hay meadows, and offers special inducements to those desirous of engaging in mixed farming. The agency is almost evenly divided by the two main trails starting from Moosomin, one for the Fort Ellice and Birtle district, and the other for Wood Mountain.

BROADVIEW AGENCY.

Approximate area of railway land, 500,000 acres. Moving westward from Virden, the land gets heavier in this district. Clay loam is the chief characteristic of the soil, resting on a clay and gravelly clay subsoil. Abundance of wood is to be had in the Weed and Indian Head Hills,

along the Pipestone and the Qu'Appelle, and in the whole eastern part of the agency. The Pipestone and Qu'Appelle rivers act as arteries for the main water supply and drainage. The eastern part is specially adapted for grazing, the remainder for mixed farming. Numerous picturesque lakes grace the eastern part, giving this section a park-like appearance.

WOLSELEY AGENCY.

Approximate area of railway land, 450,000 acres. A block of six townships in the south-west quarter is set apart as an Indian Reserve. The only poor lands in the district lie south and immediately east of the Indian Reserve. The soil is chiefly a clay loam of great depth and good quality. The best lands lie north of the railway, extending across the Qu'Appelle river to the northern limit of the belt. Surface stones are found, but not in sufficient quantities to interfere with successful farming; lying only on the surface they are easily gathered, and are valuable for foundation walls of farm buildings. The lands along the Qu'Appelle river, owing to their fronting on such a picturesque stream, are specially sought after. All of this district except a portion south of the track is thickly settled. The 40,000 acre farm of the Qu'Appelle Valley Farming Company is situated on the western limit of the agency.

REGINA AGENCY.

Approximate area of railway lands, 75,000 acres. Commencing on the east with a clay and sandy loam, the soil shades off towards the west into a heavy friable clay. The land is excellent throughout the district, and contains the largest tract of a uniformly good soil found in the railway belt. The land is specially adapted for the growth of wheat. The wooded lands lie along the Qu'Appelle river and north-east of Regina. The land north of the Qu'Appelle is of a light nature and stony. A characteristic feature is the hummocky nature of the surface of the greater part of this district.

MOOSE JAW AGENCY.

Approximate area of railway lands, 500,000 acres. Approaching Moosejaw, the land becomes somewhat lighter, and on this account will be more readily broken than the heavier land of Regina. The south-western portion is broken in upon by the Missouri Coteau, the lands of which are of a sandy and gravelly nature. Towards the north, excellent lands are found to the west of Buffalo Lake, while to the east of the lake the lands are comparatively worthless. The district is well watered by the Moose Jaw and Thunder Creeks, and the Qu'Appelle river. Timber is scarce throughout the agency.

GOVERNMENT LANDS.

HOMESTEADS, PRE-EMPTIONS AND WOOD LOTS.

A "homestead" not exceeding one-quarter section or 160 acres, is a free grant from the Government. Any person, male or female, who is the sole head of a family, or any male who has attained the age of eighteen years, is entitled to a homestead. The condition under which the grant is made is that the homesteader shall reside on and cultivate the land for three years. The person receiving a homestead entry is entitled at the same time—but not at a later date—to a pre-emption entry for an adjoining unoccupied 160-acre tract. The settler will not be called upon to pay for the pre-emption until the expiration of the three years that entitles him to receive a deed from the Government for his

homestead. The price charged for pre-emptions within the Railway belt is \$2.50 (100.) per acre.

A settler is allowed a period of six months after date of entry for entering upon and taking possession of the land, but he must not be absent from his homestead for more than six months at any one time without special leave from the Minister of the Interior. *Only the even numbered sections of a township are open for homestead and pre-emption entries.*

Should the settler find that he cannot comply with the conditions of the three years' residence, he is allowed to purchase his homestead by paying \$2.50 per acre therefor, provided that he has resided on the land for 12 months from date of entry, and has brought under cultivation at least 30 acres thereof.

Any person who has obtained a deed for his homestead after three years' residence, may obtain another homestead and pre-emption entry.

Settlers that have not sufficient wood growing on their homesteads can purchase from the Government, wood lots not exceeding 20 acres in size at \$5.00 per acre. In addition to this, settlers are allowed, free of charge, a permit to cut timber on vacant Government lands, a sufficient quantity of wood, house logs and fence timber, to meet all their requirements during the first year of homesteading. They are forbidden to dispose of wood from their homesteads, pre-emptions, wood lots, or what they may obtain under free permit, to saw-mill proprietors, or to any person other than an actual settler for his own use. A breach of this condition, or non-fulfilment of homestead conditions, renders the entries of homestead, pre-emption and wood lot subject to cancellation. Should such cancellation be made, all improvements become forfeited to the Government, and the settler is not allowed to make a second homestead entry.

The attention of intending emigrants is drawn to the fact that the privilege of obtaining a pre-emption will be discontinued after 1st January, 1885. For those who wish to obtain large farms at a cheap rate, the coming spring will therefore be the most desirable time to emigrate. The title of the lands previously referred to remains vested in the Crown, till after the Patent is issued; unpatented lands cannot be seized for debt. In case a settler dies, the law allows his executors to fulfil the homestead conditions, thus securing the estate to his heirs.

The fees charged are as follows:—Homestead, \$10; pre-emption, \$10; permit fee, 50c.

LIBERALITY OF CANADIAN LAND REGULATIONS.

CONTRASTED WITH THOSE OF THE UNITED STATES.

The fee for taking up a homestead or pre-emption entry is only \$10, whereas it is \$26, and in some cases \$34, in the States.

The privilege of receiving a pre-emption entry at the same time as that for a homestead is granted, is denied to the settler in the United States.

The settler must reside *five years* on his homestead in the United States as against *three years* under the liberal regulations of Canada.

The taking of a homestead in Canada does not prevent a settler from purchasing other Government lands.

The following liberal allowance of timber is given to the settler on prairie lands free of charge: 1,800 feet of house timber, 400 roof rails, 30 cords of wood, and 2,000 fence rails, equal in value to about \$60. No such grant can be obtained under the land regulations of the United States.

Particular attention is drawn to the fact that settlers on completing their homestead conditions are allowed the right to obtain a second homestead and pre-emption. This concession on the part of the Government has only lately been allowed, and this fact alone places the Canadian regulations, in the matter of liberal treatment of the settlers, far ahead of those of the United States.

There is no cast iron oath of allegiance to be taken as the following required by the United States:

DISTRICT COURT
.....Judicial District, } State of.....
County of..... }

I.....do swear that I will support the Constitution of the United States of America, and that I do absolutely and entirely Renounce and Abjure forever all Allegiance and Fidelity to every Foreign Power, Prince, Potentate, State, or Sovereignty whatever, and particularly to *Queen Victoria, of Great Britain and Ireland*, whose subject I was. And further, that I never have borne any hereditary title, or been of any of the degrees of Nobility of the country whereof I have been a subject, and that I have resided within the United States for five years last past, and in this State for one year last past.

Subscribed and sworn to in open Court }
this.....day of.....18.. }

.....Clerk

No man can take up United States Government land unless he is prepared to subscribe to the above oath.

THE SYSTEM OF SURVEY.

The Canadian North-West is laid off in townships six miles square, containing thirty-six sections of 360 acres each, which are again subdivided into quarter sections of 90 acres. A road allowance having a width of one chain is provided for on each section line running north and south, and on every alternate section line running east and west. The following diagram shows a township with the sections numbered:

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	31	32	33	34	35	36	
	30	29	28	27	26	25	
	19	20	21	22	23	24	
W	18	17	16	15	14	13	E
	7	8	9	10	11	12	
	6	5	4	3	2	1	
							S

The sections are apportioned as follows.

OPEN FOR HOMESTEAD AND PRE-EMPTION.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

BELONGING TO THE CANADIAN PACIFIC RAILWAY.—Nos. 3, 5, 7, 15, 17, 19, 23, 27, 31, 35.

SOLD TO THE CANADA NORTHWEST LAND COMPANY BY THE CANADIAN PACIFIC RAILWAY.—Nos. 1, 9, 13, 21, 25, 33.

HUDSON BAY COMPANY'S LANDS.—Nos. 8, 26.

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

IMPROVED FARMS.

Improved farms with houses, out-buildings, and a certain quantity of land under cultivation, are also frequently in the market, and can be purchased at advanced prices from parties wishing to move westward in order to take up new land, and secure a profit on the old farm. The most satisfactory plan, however, for a settler is to take up new land and secure the profit for himself.

THE LAWS.

There are no burdensome taxes, no forced enrollment as soldiers; every man is free and required only to respect the laws that are framed for the protection of life and property. The institutions of the country are of a thoroughly popular character.

THE SOIL.

There is a generally accepted theory that the great fertility of the land in the North-West is due generally to three causes—first, the droppings of birds and animals on the plains; second, the ashes left by the annual prairie fires; and

third, the constant accumulation of decayed vegetable matter; and when the fact is considered that great herds of buffalo and other game have roamed the prairies over the generations; that wild fowl to this day are found in vast numbers everywhere, and that prairie fires have raged every year for many generations in the North-West, there is doubtless sound reason for this theory.

Whatever may have been the cause of the extreme richness of the land, however, there is one feature which is of great importance, and that is the depth of good soil in the prairie country. It has been frequently stated that the depth of black loam in the North-West will range from one to four feet, and in some instances even deeper; but the statement has been received with a good deal of doubt. The testimony of farmers living in over one hundred and fifty different localities in Manitoba demonstrated that the average depth of the loam in the province was over three feet.

Extract from Report of "Manitoba Soils," by Dr. Gilbert, F.H.S., F.L.S. President of the Chemical Society of England.

"Supposing the soil is not deficient in the necessary mineral constituents, the amount of nitrogen in an available condition may be said to be a most important measure of fertility.

"* * * The remarkable richness of these prairie soils, so far as nitrogen is concerned, may be judged by the fact that the amount of nitrogen in the first nine inches of depth of the arable soils at Rothamstead is sometimes as low as 0.01 per cent. in the dry mould, and seldom exceeds 0.14 or 0.15 per cent.; that in the second nine inches it ranges from 0.07 to little over 0.08 per cent.; in the third nine inches from under 0.06 to about 0.07 per cent., and that in the lower depth is rather lower still.

"As a further indication of comparative fertility, I may mention that our old pasture lands at Rothamstead contain, in the first nine inches of depth, perhaps on an average from 0.25 to 0.30 per cent. of nitrogen. Thus the first foot of depth of the No. 1 Manitoba soil is about as rich, and that of Nos. 3 and 4 much richer, than our pasture surface soils. Even the second foot of depth of Nos. 3 and 4 is about as rich as our pasture surface soils, and that of Nos. 1 and 2 is about as rich as our surface arable soils.

MANITOBA SOILS.

Percentage of nitrogen in fine dry soils.

Depth.	No. 1 from Niverville.	No. 2 from Brandon.	No. 3 from Selkirk.	No. 4 from Winnipeg.
First 9 inches	0.267	0.187	0.018	0.423
Second 9 inches	0.100	0.100	0.204	0.327
Third 9 inches	0.060	0.072	0.076	0.158
Fourth 9 inches	0.038	0.019	0.042	0.107

"(Signed),

LAWES L. GILBERT.

"Rothamstead Laboratory, August, 1883."

**ANALYTICAL LABORATORY,
SURGEONS' HALL, Edinburgh.**

ANALYSIS OF SAMPLE OF MANITOBA SOIL.

Moisture.....	21.304
Organic matter containing nitrogen equal to ammonia 23°	11.223
SALINE MATTER.	
Phosphates	0.474
Carbonate of lime.....	1.763
Carbonate of magnesia.....	0.937
Alkaline salts.....	1.273
Oxide of iron.....	3.115
	7.500
Sand and silica.....	51.741
Alumina.....	8.132
	59.853
	100.000

The above soil is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality.

(Signed),

STEPHENSON MACADAM, M.D.,
Lecturer on Chemistry.

The large proportion of silica in the above analysis indicates that the soil is particularly well adapted to the growth of wheat. The black loam or mould thus pronounced so rich rests on a tenacious clay for a depth of from one to four feet, and in some places the clay is as deep as ninety feet.

THE CLIMATE AND SEASONS.

Of paramount importance to the emigrant is the healthfulness of the locality which is to be the scene of his future labors and the home of himself and family. What to him are the fair fields, flowering meadows, and luxuriant growth of fertile soils under tropical suns, if they generate fever-producing miasma and vapor? What are soft and perfumed breezes, if they waft the seeds of pestilence and death? What are bountiful harvests of golden grain and rich mellow fruits, if disease must annually visit his dwelling?

The dryness of the air, the character of the soil, which retains no stagnant pools to send forth poisonous exhalations, and the almost total absence of fog or mist; the brilliancy of its sunlight, the pleasing succession of its seasons, all conspire to make the Canadian North-West a climate of unrivalled salubrity, and the home of a joyous, healthy, prosperous people. Therefore, the assertion that the climate of our North-West is one of the healthiest in the world may be broadly and confidently made, sustained as it is by the experience of its inhabitants.

The seasons are as follows:—*Spring*—April and May. Snow disappears rapidly, and the ground dries up quickly. Sowing commences from the middle to the end of April, and finishes in the beginning of May.

Summer—June, July, August, and part of September. Weather bright and clear, with frequent showers—very warm at times during the day—night cool and refreshing. Harvesting commences in August and ends in September.

Autumn—Part of September and October and part of November, perhaps the most enjoyable season of the year, the air being balmy and exceedingly pleasant.

Winter—Part of November, December, January, February and March.

In the early part of November the Indian summer generally commences and then follows the loveliest portion of the season, which usually lasts about a fortnight. The weather is warm, the atmosphere hazy and calm, and every object appears to wear a tranquil and drowsy aspect. Then comes winter, generally ushered in by a soft, fleecy fall of snow, succeeded by days of extreme clearness, with a deep-blue sky and invigorating atmosphere. In December the winter regularly sets in, and, until the end of March, the weather continues steady, with perhaps one thaw in January, and occasional snowstorms. The days are clear and bright, and the cold much softened by the brilliancy of the sun.

THE SUPPLY OF WOOD.

Wood for building and fencing purposes is a matter of great importance in a prairie country and in this respect the Canadian North-West is peculiarly favoured.

Although there are sections where wood is scarce, as a general rule there is a well-regulated supply throughout the country. In parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their prairie farms, besides which the numerous rivers are invariably lined with wood on each bank.

Alder, oak, elm, maple (hard and soft), and basswood may be planted, and will grow successfully; but cottonwood, poplar and willow will grow very rapidly, and for ordinary purposes on a farm they are most useful. The following descriptions of woods are found in the Canadian North-West: oak, white and red cedar, birch, poplar, spruce, white ash, cottonwood, tamarac, cherry, white willow, balsam, ash, maple, pine, elm and box-elder, the latter being very valuable as it is coming into use extensively for the purpose of wood-engraving.

In connection with tree planting, the following recommendation from a resident farmer in Manitoba is worthy of attention:

"I would suggest that intending settlers in the North-West who come to settle down on prairie land should break up an acre or two around where they build, on the west, north and east, and plant with maple seeds. Plant in rows four feet apart, the seeds to be planted one foot apart; they can afterwards be thinned out and transplanted. I have them twelve feet high, from the seed planted four years ago, and they will form a good shelter.

"JAMES STEWART,
"High Bluff."
[50 miles from Winnipeg.]

THE WATER SUPPLY

A supply of good water is an indispensable necessity to the farmer, not only for household purposes, but also for stock. The Canadian North-West has not only numerous rivers and creeks, but also a very large number of lakes and lakelets throughout the whole country, and it has now been ascertained definitely that good water can be obtained almost anywhere throughout the territory by means of wells; in addition to which there are numerous clear, running, never-failing springs to be found throughout the country.

COAL.

This important question in a prairie country, about which some anxiety existed, has been most satisfactorily set at rest by the discovery of extensive coal seams during the past year. It has been determined on undoubted authority that there is sufficient coal, easy of access, in the North-West to supply the wants of settlers for generations to come.

The following extracts from a report by G. M. Dawson, D.S., F.G.S., Assistant Director, Geological Survey of Canada, on the subject of the coal and lignites of the Canadian North-West will be read with interest. In notes on the more important coal seams on the Bow and Belly rivers, he says:

"The occurrence of workable coal seams at several different horizons, and the proved continuity of some of them over great areas, guarantees an abundant supply of fuel in this district. The quality of some of the fuels is such as to render them suitable for transport to a distance, and it is doubtless on this belt of coal-bearing rocks in the vicinity of the mountains that the railways of the Northwest will draw largely for their supply.

The quantity of coal already proved to exist is very great. Approximate estimates underlying a square mile of country in several localities have been made, with the following results:—

Main Seam, in vicinity of Coal Banks, Belly River. Coal underlying one square mile, 5,500,000 tons.

Grassy Island, Bow River. (Continuation of Belly River Main Seam.) Coal underlying one square mile, over 5,000,000 tons.

Horse-Shoe Bend, Bow River. Coal underlying one square mile, 4,000,000 tons.

Blackfoot Crossing. Workable coal seam as exposed on Bow River. Underlying one square mile, 9,000,000 tons.

EXTENSION OF COAL-BEARING REGION TO THE NORTH AND WEST.

As above stated, the coal-bearing rocks developed so extensively on the Bow and Belly Rivers and their tributaries, are known to extend far to the north and west, though, up to the present time, it has been impossible to examine them at more than a few points.

On the North Saskatchewan several seams of lignite-coal, resembling those of the Souris River region, outcrop at Edmonton. The most important is about six feet in thickness, and has been worked to some extent for local purposes. Thirty miles above Edmonton a much more important coal seam occurs. This, as described by Dr. Selwyn (Report of Progress, 1873-74), has a thickness of eighteen to twenty feet. It is of excellent quality, and much resembles the "Coal Banks" in the Bow River.

Large seams are exposed at many other places in this part of the country. Several are reported of considerable thickness on the Brazeau, a tributary of the Saskatchewan. On the North Peace River, a tributary of the Athabasca, about fifty-six miles west of Edmonton, a seam eight feet thick is said to outcrop.

SOUTH SASKATCHEWAN DISTRICT.

Eastward from the Bow and Belly district, the first known important locality is in the vicinity of Medicine Hat, on the South Saskatchewan.

Exposures of the Medicine Hat seam are found to occur on nearly every bend of the river to a point about thirty miles below the junction of the Bow and Belly Rivers to Medicine Hat. The seam is, however, more variable in thickness and character than many in this part of the Northwest, and at two places on the river, scarcely a mile apart, changes from two feet in thickness of impure lignite, to six feet of very good lignite-coal. An exposure about ten miles above Medicine Hat showed two seams, four feet six inches and four feet respectively in thickness. Three miles above Medicine Hat the coal is again well shown in the side of the river valley at a height about eighty feet above the water level, with a thickness of four feet.

In the Cypress Hills several seams are known, one of which shows in places about five feet of fair lignite coal.

SOURIS DISTRICT.

East of this point, and south of the line of the Canadian Pacific Railway, beds of lignite of varying thickness and quality, but likely, in several instances, to become important as sources of supply of fuel for local purposes, occur. Of this district the portion situated nearest to Manitoba and therefore likely to be of the greatest immediate importance, is that on the Souris River. The measures are here almost perfectly horizontal, and the valley having been cut out to a great depth the lignite seams are exposed very favorably for working. The thickest bed here found is a bed over seven feet. In 1880, Dr. Selwyn effected a series of borings in this region for the purpose of more fully defining the extent of the seams. In his report the following general statement is made:

"It may be assumed that there are in this region, above the level of the Souris River, at least eight feet of available lignite coal for an area of not less than 125 square miles. This would give 7,136,804 tons to the square mile, calculating the cubic foot at only 64 lbs."

While, therefore, these fuels of the Souris hold a distinctly inferior place to those which have been previously described as occurring nearer to the Rocky Mountains, they closely resemble those of the Saatz-Teplitz basin of Bohemia, and other places in Europe, where similar fuels have given rise to considerable industrial centres, and they must have at least a great local value as fuels for those settlements which are growing up in their immediate vicinity."

The following particulars are given of the operations of the Saskatchewan Coal Mining Company, whose mines are situated on the Saskatchewan river eight miles west of Medicine Hat. There is a branch line constructed from the main line of the Canadian Pacific Railway to the mines, where about one hundred and fifty men are at present employed. There are twelve seams or levels in work, the levels extending in from 150 to 250 feet. The seams being worked are five feet thick; there are also several of varying thickness in the same location. The present seams worked lay about 250 feet below the level of the prairie, and owing to the natural formation of the hills, shafts are found unnecessary. The average output is 150 tons per day, drawn from the pit in half-ton tubs and dumped in the cars ready for shipment, the whole being done by steam power.

Although the mines have been but two months in actual operation, nearly two thousand tons have been placed on the market and meet with a ready sale at

\$10.00 per ton, delivered in Winnipeg. The coal has given every satisfaction to consumers, burning clearly, and entirely free from clinkers. Tests made also pronounce it an admirable steam coal. During the summer of 1883 large quantities of anthracite coal of very superior quality were discovered in the Rocky Mountains.

THE WILD GRASSES OF THE PRAIRIE.

Of these there are between forty and fifty varieties.

The first point a farmer would note about them is the abundance of the foliage of nearly all the species. While the grasses of eastern Canada are nearly all culm or stem, most of them having only one, two or three leaves, most of the north-western grasses have ten or twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

The culms are exceedingly fine in the prairie grass, and this again would strike a farmer as indicating a good quality of grass; add to this that there is in some species such an abundance of seeds as to make the fodder partake of the nature of a feed of grain, and it will be seen that the statements about the readiness with which stock will fatten on prairie hay are not overdrawn.

The following are a few of the varieties found: the brown-top or cedar grass, one of the most valuable kind, has fine stem with abundant foliage, and there are several species of red-top very nutritious; the pea grass, a kind of vetch, affords good pasturage for stock in winter: the beaver hay, much superior to the grass of the same name found in Eastern Canada; the Scotch grass, a favorite hay in the North-West; and the upland hay found on the prairie, of very fine quality.

Then there are the following grasses: bone, blue, buffalo, blue-joint, sedge hay, colony hay, June grass, bush and wheat grass, as well as numerous other varieties, the greater portion of them being nutritious, and some of them very beautiful in appearance.

STOCK-RAISING.

Manitoba is destined to become one of the finest stock-raising countries in the world. Its boundless prairies, covered with luxuriant grasses—the usual yield of which, when cut into hay, being from three to four tons per acre—and the cool nights for which Manitoba is famous, are most beneficial features in regard to stock; and the remarkable dryness and healthfulness of the winter tend to make cattle fat and well-conditioned. The easy access to fine water which exists in nearly every part of the Province is another advantage in stock-raising. The abundance of hay everywhere makes it an easy matter for farmers to winter their stock; and in addition to this there is, and always will be, a ready home market for beef.

Three millions of acres of land have been placed under lease by the government for cattle ranches at the Eastern base of the Rocky Mountains, extending

from the International Boundary line to the Red Deer River, which is the district best adapted for this purpose. The regulations require that lessees shall place on the ranche one head of cattle for every 10 acres covered by their lease; it will therefore be seen that—even if no further grants in this direction were made—within a year or two over 300,000 head of cattle would be on the ranches in the district alone. There are to-day about sixty ranches in actual operation, some of them having from ten to fifteen thousand head of cattle grazing. Cattle have for years been wintered without being stabled or fed, and with remarkable few losses.

The wise provision under the government regulations of granting to each rancher a tract of land over which he has absolute control will prevent the overstocking of the country and the consequent killing out of the natural grasses such as has taken place in Montana and Wyoming. It is estimated that the actual profits made annually in the district about which we have been speaking are in the neighbourhood of some \$3,700,000

HOW TO COMMENCE A FARM.

A new settler arriving in the country in April or May, will find his time fully occupied at first in choosing a good location for his farm, and in purchasing the necessary supplies to commence work. Having secured his farm, the remainder of the season is devoted to building operations and breaking 20 to 25 acres preparatory to next year's crop. In the meantime he and his family live in a tent, which is not at all unpleasant. The houses are built of sod, cut into brick, about six inches thick, and from two to three feet long, or hewn logs, in both cases the roof being constructed of thatch grass; this, of course, is in case he cannot afford to erect a more substantial building of lumber. A crop is sometimes sown on the first breaking of sod with remarkable success, depending, however, in a great measure on the wetness or dryness of the season; if the former, then a fair harvest may be expected. Potatoes are almost invariably a good crop, but it is not safe to count on more than a half crop of wheat or oats. The most general plan of procedure is to begin breaking as soon as there is sufficient frost out of the ground to permit, and continue breaking till the middle of July. Care must be taken to break as shallow as possible; from $1\frac{1}{2}$ to 2 inches is the average depth. About 1st September this is ploughed a second time, or, as termed, "back set." Going some two inches deeper than before, the ground is then ready for seed the following spring. In July, sufficient hay ought to be cut for winter fodder for the cattle.

A SETTLER'S FIRST EXPENSES.

On leaving for the Canadian North-West a settler should burden himself with as little luggage as possible. He can purchase everything he requires at reasonable prices in Manitoba, and obtain articles better suited to the country than

anything he could bring with him. The following is an approximate estimate of his first outlay in a moderate way:

Provisions for one year, say.....	£ 50
Yoke of oxen.....	37
One cow.....	7
Wagon.....	16
Plough and harrow.....	7
Sundry implements.....	5
Cooking stove, with tinware.....	5
Furniture, etc., say.....	12
Sundry expenses, say.....	10

£149

To the above must be added first payment on land, unless he takes a homestead and pre-emption; but an energetic man will find time to earn something as an offset to a portion of his first expenses, either on the railway or by working for neighbouring farmers, and in addition to this there is the chance of obtaining a partial crop the first year. A settler, therefore, who can boast of having £500 on his arrival in Manitoba, is an independent man, and cannot fail to succeed with ordinary care and energy. Many settlers on arrival cannot boast of a tenth part of that sum, and yet they succeed.

PROFITS OF FARMING IN THE CANADIAN NORTH-WEST.

In the following calculations every care has been taken not to over-estimate what can be done with care, perseverance and energy

FIRST YEAR.

Expenditure of settler with family of say five, for provisions, etc, one year.....	£ 50
One yoke of oxen.....	37
One cow.....	7
Breaking plough and harrow.....	7
Wagon.....	10
Implements, etc.....	5
Cook-stove, etc., complete.....	5
Furniture.....	12
Sundries, say.....	10

Outlay for first year..... £149

At the end of the year he will have a comfortable log house, barn, etc., cattle, implements, and say twenty acres of land broken, ready for seed.

SECOND YEAR.

Will realize from 20 acres—600 bushels of grain at 80 cents.....	£96
Expenditure, say.....	60

To the good, besides living..... £36

And he will have an additional 20 acres of land broken.

THIRD YEAR.

Forty acres will give him 1200 bushels of grain at 80 cents.....	£192
Expenditure, including additional stock and implements.....	10

To the good, besides living..... £92

And he will, with his increased stock and other facilities, be able to break at least thirty acres.

FOURTH YEAR.

Seventy acres will give him 2100 bushels of grain at 80 cents.....	£335
Less expenditure for further stock implements and other necessities.....	120

To the good..... £215

And another 30 acres broken.

FIFTH YEAR.

One hundred acres will give him 3000 bushels of grain at 80 cents.....	£480
Less same expenditure as previous year.....	120

To the good..... £360

At the end of the fifth year he will stand as follows :

Cash, or its equivalent on hand.....	£793
One hundred and sixty acres of land increased in value to at least £1 per acre..	160
House and barn, low appraisal.....	50
Stock, including cattle and horses.....	120
Machinery and farm implements, 50 per cent. of cost, say.....	40
Furniture, etc....	30
	£1103
Less—outlay for lands if he purchases from Railway Company.....	94.10.4
To credit of farm.....	£1008.09.8

So that, according to the above, even should there be a deficiency in the yield of crops or amount of land broken, the settler at the end of five years would find himself with a good farm well stocked, all paid for, and in addition a considerable sum of money to his credit in the bank.

MARKETS.

Small centres of trade are continually springing into existence wherever settlements take place, and these contain generally one or more stores where farmers can find a ready market for their produce. The stations along the line of the Canadian Pacific Railway are not more than eight or ten miles apart, and it is the intention of the Company to facilitate the erection of elevators for the

storage of wheat, etc., enabling farmers to dispose of their grain at good prices almost at their doors. A glance at the map demonstrates that Manitoba via the Canadian Pacific Railway will have closer connection with the seaboard than Minnesota, Dakota, or any of the more western States now have with New York; so that the export of grain from the Canadian North-West at remunerative prices is assured. The very large influx of people, and the prosecution of railways and public works, will, however, cause a great demand for some years, and for a long limit the quantity for export. Prices of produce are very fair, as may be seen by the following market report, published in the *Winnipeg Press*:

Wheat.....	3s. 9d. to 4s. 0d.	per bushel.
Oats.....	— " 2 0	"
Potatoes.....	2 0 " 3 0	"
Butter.....	— " 1 3	per lb.
Eggs.....	— " 1 4	per dozen.

PRODUCTIONS.

The following tables, taken from official sources, will show at a glance the average yield of crops during the last five years in Manitoba:

	1877	1878	1879	1880	1881	1882
Wheat.....	26½	26½	26½	29½	30	32
Oats.....	59½	59½	58	57½	59	51
Barley.....	40	63	37½	41	40	37
Peas.....	32	34	32½	38½	38	—
Rye.....	30	30	40	40	35	—
Potatoes.....	304	308	302	318	320	278

Extract from Report issued by the Department of Agriculture and Statistics, 1882.

WHEAT.

"The harvest of 1882 has added another link to the long chain of evidence which proves Manitoba to be the premier wheat district of the world. The practical results of the threshing, giving an average yield per acre of thirty-two bushels, have shown that the theories previously advanced were founded on fact. Nor could it well have been otherwise, for the climatologists have long since satisfactorily demonstrated that the cultivated plants yield the greatest product near the northernmost limit of their growth. Hence the perfection of wheat here, where, instead of being developed too rapidly, as is the case further south, the undue luxuriance of the stem or leaf is restrained by the cool, late spring, and the chief development of the plant thrown into the ripening period. The assertion of the experienced American climatologist, Blodgett, "that the basin of the Winnipeg is the seat of the greatest average wheat product of this continent, and probably in the world," has been proved correct by a yearly average of over 29 bushels to the acre from 1876 to 1882. In Ontario the 1882 spring crop yielded but 16.5 bushels per acre, while the three great wheat states of the American Union yielded as follows:—Dakota, 16.7 bushels; Minnesota, 13.3 bushels; Iowa, 11 bushels. Minnesota is the empire wheat State of the Union. Its averages for twelve years were:—1860, 17.70 bushels per acre; 1870, 15.07; 1871, 12.28; 1872, 17.40; 1873, 17.01; 1874, 14.23; 1875, 17.05; 1876, 9.61; 1877, 16.78; 1878, 12.50; 1879, 11.30; 1880, 13.30. A yearly average of 14.51 bushels."

Copy of Report of Experts on Samples of North West Grain.

"The following valuable certificate has been given by the experts who examined the exhibit of North West produce on view at the Toronto Agricultural Exhibition of 1883:—We, the undersigned examiners of grain, appointed by the Board of Trade of Toronto, have examined the exhibit of grain of the North West Land Company, and beg to report as follows:—The fall wheat is of plump, full size, being well grown and matured, weighing 64 lbs. to the bushel. The spring wheat are principally of the same variety, one sample especially being remarkably pure and fine, weighing 65½ lbs. to the bushel. We should estimate its value at from 100. to 150. per bushel above the value of our No. 1, notwithstanding the fact that the crop of spring wheat in Ontario is the best that has been raised for many years. Both the fall and spring wheats are valuable to millers for mixing, with our crop, owing to their strength for manufacturing into flour, an element that is lacking in the wheats grown in Ontario. Barley, though not as fine as some samples raised in Ontario, is remarkably good and in ahead of any that we have seen raised in the North Western States. Beans cannot be better. Oats are very good, but have seen equally as fine raised in this province. Timothy seed is very choice. In fact we are assured it would have been very difficult, if possible, to have procured as good a selection of grain from the whole province of Ontario this year."

(Signed) GEO. E. CHAPMAN,
J. D. LAIDLAW,
H. W. BAIRD,
W. D. MATTHEWS, Jr.
L. COFFEE,

J. HARRIS, Inspector of Grain.

Examiners in Grain, Port of Toronto

(Signed by order Signed) EDGAR A. WILLS, Secretary.

PRICE OF FARM LABOR.

It is difficult to give definite information on this point. There is no doubt it has been high, especially during harvest time, when there is a great demand for men to take in the crops. But the very large number of people going into the country will undoubtedly tend to reduce the scale of wages. One point, however, may be remembered—namely, the farmer in Manitoba, with his immense yield and fair prices, can afford to pay a comparatively high rate of wages, and still find his farming very profitable.

ROOTS AND VEGETABLES

succeed admirably in Manitoba, as can be seen by the following instances taken from farmers' reports.

S. Higginson, of Oakland, has produced cabbages weighing 17½ lbs. each.

Allen Beal, of Portage la-Prairie, has had cabbages 45 inches around, and turnips weighing 25 lbs. each.

Robert E. Mitchell, of Cook's Creek, raised a squash of six weeks' growth measuring 5 feet 6 inches in circumference.

Win. Moss, of High Bluff, has produced carrots weighing 11 lbs. each, and turnips measuring 36 inches in circumference.

Grain.

James Airth, of Stonewall, states that the common weight of turnips is 12 lbs. each, and some of them have been known to weigh as much as 32½ lbs.

Isaac Casson, of Green Ridge, has raised 270 bushels of onions to the acre.

John Geddis, of Kildonnan, states that he has raised 500 bushels of carrots per acre.

Joshua Appleyard, of Stonewall, states his crop of turnips to have been 1000 bushels per acre, the common weight being 12 lbs. each.

Francis Ogletree, of Portage la Prairie, produced onions measuring 4¼ inches through the centre.

W. H. J. Swain, of Morris, had citrons weighing 18 lbs. each.

A. V. Beckstead, of Emerson, gives his experience as follows: Mangel-wurzel weighing 27 lbs. each; beets weighing 23 lbs. each; cabbages weighing 49 lbs. each; onions weighing 1½ lbs. each.

W. B. Hall, of Headingley, has raised beets weighing 20 lbs. each, and gives the weight of his turnips generally at 12 lbs. each.

Philip McKay, of Portage la Prairie, has had cabbages measuring 26 inches in diameter solid head, and four feet with the leaves on. His onions have measured 16 inches in circumference, and cauliflower heads 19 inches in diameter.

James Lawrie & Bro., of Morris, have produced turnips 30 inches in circumference, onions 14 inches, and melons 30 inches. They had one squash which measured about the same size as an ordinary flour barrel.

James Owens, of Pointe du Chene, had turnips 30 lbs. each, onions 14 inches around, and cucumbers 18 inches long.

Neil Henderson, of Cook's Creek, has raised 1000 bushels of turnips to the acre, carrots 5 inches in diameter and 18 inches long, while his onions have frequently measured 5 inches through.

James Bedford, of Emerson, has raised 1000 bushels of turnips to the acre.

It must be remembered that none of the farmers mentioned above used any special means to produce the results we have described, and out of nearly 200 reports received from settlers concerning the growth of roots and vegetables in the Canadian North-West, not one has been unfavourable.

FERTILIZERS

ARE NOT USED IN THE CANADIAN NORTH-WEST, and common manure only sparingly; indeed, the land is too rich to bear it, at least for the first year or two.

Some farmers contend that the use of manure is apt to make the crops grow too rank. But the best plan is to use manure in limited quantities after the second year, in order to prevent any exhaustion of the land.

FENCING.

Wire fencing is preferred by many farmers to rail fences, the former requiring little repair and preventing drifts of snow. In many cases no

fencing is used; the settlers combine together and adopt the herd law, under which each contributes a small sum which goes to payment of herders, who watch over the stock and drive them to the best feeding grounds.

FLAX AND HEMP.

The cultivation of these important crops was carried on to a considerable extent by old settlers many years ago, the product being of excellent quality; but the universal complaint at that time was the want of a market, or of machinery to work up the raw material, and this led them to discontinue this important branch of husbandry. Its cultivation has been renewed extensively by the Russian Mennonite settlers, of whom there are now between 8,000 and 10,000 in this country, who, within only three or four years, are, by their untiring industry, rapidly gaining the road to wealth.

BEE KEEPING

is successfully carried on in the North-West, as bees require a clear, dry atmosphere, and a rich harvest of flowers; if the air is damp, or the weather cloudy, they will not work so well. Another reason why they work less in a warm climate is, that the honey gathered remains fluid a longer time, and, if gathered faster than it thickens, it sours and spoils. Our clear, bright skies, dry air and rich flora are well adapted to the bee culture.

HOPS.

The banks of the rivers and creeks abound with wild hops. A resident settler gives evidence to the following effect about them:

Hops will do well cultivated. I have planted wild hops out of the bush into my garden, along the fence and trained on poles, bearing as full and fine and as large as any I ever saw at Yalding, and Staplehurst, in Kent, England.

LOUIS DUNESING (Elderso)

FRUITS.

The fruits of the Canadian North-West are rich in flavor and abundant in yield. The following are statements from farmers on the subject:

Strawberries, currants, gooseberries, raspberries, and in fact all small fruits, bear in the greatest abundance, and give every promise of being very profitable.

W. A. FARMER (Headingly).

Planted twenty apple trees two years ago, which are growing very well.

ARTHUR J. MOORE (Nelsonville).

I have over 1,000 apple trees doing very well, and also excellent black currants.

JAMES ARMSON (High Bluff).

SHOOTING.

There is excellent shooting everywhere in the woods and on the prairie, as may be seen by the following list of birds and animals to be found:

SMALL GAME.—Prairie chickens, ducks, geese, pheasants, partridges, pigeons, snipe, plover, rabbits, etc.

LARGE GAME.—Moose, deer, antelope, buffalo, elk and a large number of fur-bearing animals.

FISHING.

The rivers and lakes abound with the following fish: Sturgeon of large size, white fish, pickerel, pike, bass, perch, gold-eyes, carp, trout and maskinonge. In the foot hills and among the Rocky Mountains is to be found as fine trout fishing as the most ardent lover of the sport could desire.

THE CLASSES OF SETTLERS NOW IN THE CANADIAN NORTH-WEST

Consist of the better class of farmers from the eastern parts of Canada, many from England, Scotland and Ireland, and a few from Wales, and a large number from the United States of America. There are also a number of Norwegian, Swedish and German settlers, and there is a large settlement of Russian Mennonites and Icelanders, all of whom are doing well. There are many French, and a small number of Russian Jews who are now comfortably settled and contented. As a rule, the people are of a respectable and orderly class.

THE SCHOOL SYSTEM

is liberal and very effective. It is on the separate school system, and receives not only a very considerable grant from the local government, but there are also two sections in each township set apart by the Dominion Government, the proceeds of which when sold are applied to the support of schools. There is a superintendent to each section, and teachers are required to pass a rigid examination before they are appointed. A high class of education is therefore administered.

CHURCHES.

Nearly all denominations exist and are in a flourishing condition, and where a settlement is not large enough to support a regular church there are always visiting clergymen to do the duty.

MUNICIPALITIES.

The country is divided into municipalities as fast as settlement progresses sufficiently to warrant it. These municipal organizations take charge of roads and road repairs, there being no toll charges; and all matters of a local nature are administered by the reeve and council, who are each year elected by the people of the district.

THE LABOR MARKETS.

Owing to the large amount of building operations at present going on in the towns and cities of the Canadian North-West, mechanics are in good demand, and the wages have been correspondingly high.

Bricklayers have received.....	16s. to 28s. per day.
Painters "	12s. to 14s. "
Carpenters "	12s. to 14s. "
Plasterers "	14s. to 16s. "

and other trades in proportion.

The Canadian Pacific Railway have been paying at the rate of 8s. per day to laborers, and there have been between 3,000 and 4,000 men employed all summer in constructing the Central or Prairie Section of the road, and more than 9,000 men are now engaged in building the main line north of Lake Superior and in the Nipissing district.

Farm laborers have been in demand and are likely to remain so for some time.

The rapid development of the country, and the wonderful progress of cities, towns and villages, will insure for some years the employment of a large number of mechanics and laborers at good wages.

As the demand for workmen of all classes is more or less limited during the winter, the necessity of moving to Manitoba in the spring is specially urged upon those who may be in search of employment.

THE CANADIAN PACIFIC RAILWAY.

The Canadian Pacific Railway will be when completed, the shortest trans-continental line in America. It will also be the shortest route between Great Britain and India, China and Japan, and will therefore assuredly secure a large proportion of that trade. Montreal is at present the eastern terminus of the line, where immense workshops, offices, etc., etc., have been erected.

Although the Company have been in existence not quite three years, they have already in actual operation 2,230 miles of railway, of which 1,900 miles are main line and 330 miles are branches. The general or head offices of the Company are in Montreal, and from that point the road passes through a good agricultural

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country to Ottawa, the Dominion seat of government, and from there, traversing a country extremely rich in timber and minerals, it skirts the north shore of Lake Superior to Port Arthur, where the line branches off in the direction of Manitoba. The link between Port Arthur and the eastern section of the line is not yet completed, but the work of construction is in active progress. The scenery in many localities along the eastern division of the line is unrivalled on the American continent for grandeur and beauty. Between Port Arthur and Winnipeg the railway runs through a thickly-wooded country, containing in parts some of the finest agricultural land.

At the eastern base of the Rocky Mountains are the immense cattle ranches already referred to, and from there the road has entered the Rocky Mountains, with their splendid forests of valuable timber and rich deposits of gold, silver and other minerals. Thence to Port Moody, on the Pacific coast, through the fine Province of British Columbia.

The valuable fisheries, forests and mines on the extreme western end of the road, the agricultural produce of the great prairie region, and the mines, timber, lumber and minerals of the eastern section, will be more than sufficient to ensure an immense local and through traffic over the Canadian Pacific Railway. In addition to this the trade flowing from ocean to ocean, from east to west, and from west to east, will undoubtedly make the great Canadian highway one of the most important trunk lines in North America. Already branch and independent railways are being projected and built through the prairie region, to act as feeders to the main line.

Returning once more to the international boundary, we have Emerson and West Lynne, two important towns nearly opposite each other on the Red River, and destined to unite ere long and become one large city. Emerson and West Lynne can both boast of fine buildings, public and private, well laid-out streets, and a large and ever-increasing trade with the south-western portion of Manitoba.

As the construction of the Railway has progressed through the Fertile Belt of the Canadian Northwest towns and villages have sprung up as if by magic, and no sooner was a railway station located than it formed the centre of a group of stores and dwellings which rapidly developed into towns of considerable importance.

The following description of a few of the chief towns along the main line between Lake Superior and the foot of the Rocky Mountains, will be read with interest:

PORT ARTHUR, formerly known as Prince Arthur's Landing, is at the head of Thunder Bay, and was first settled about 1867. The town is prettily situated on rising ground, overlooking the Bay, which is a fine open harbour and has in view the dark cliffs of Thunder Cape and Pie Island. Since the opening of the Lake Superior section of the Canadian Pacific Railway, it has assumed particular importance from being the connecting point of the railway system of the North-

west and the inland water route of Canada *via* the great lakes. Extensive docks have lately been erected by private parties, which afford accommodation for a considerable extent of shipping, and the Company is building docks and elevators for grain. Port Arthur, from its position, must become the most important place of transshipment on Lake Superior for traffic carried by way of the Lakes. It has a population of 2,000 and is marked by much enterprise.

RAT PORTAGE, situated about 135 miles east of Winnipeg, stands at the north end of the Lake of the Woods, on the strip of land lying between that lake and a bay of Winnipeg River. The scenery is enchanting; thousands of islands, quiet bays, falls and rapids serve to make up a picture not easily forgotten. It is the mining head centre of the district. Forty million feet of lumber per annum are manufactured at this point, and, Rat Portage being possessed of an unlimited water power, will in time assert its position as one of the largest manufacturing centres on the continent.

WINNIPEG is the Capital of Manitoba and the commercial capital of the Northwest. In 1870 it was a hamlet with a population of 250 souls. In 1874 it was incorporated as a city, with an assessment roll of \$2,076,018. In 1882 it could boast of 25,000 inhabitants and an assessment of \$30,452,270, and its population is now about 30,000. It has broad and well laid out streets, lined with handsome stores and warehouses, private residences and public buildings. The city is lighted by electricity and gas, street railways are in operation, a fire brigade has been organized, and all the advantages and conveniences of an old-established city are enjoyed by its inhabitants.

No less than seven lines of railway now centre in Winnipeg, and a grand union depot has been erected, combining all the offices of the Company for the Western division under one roof. Winnipeg is the doorway and chief distributing point between the East and the vast prairie region of the Canadian North-West.


PORTAGE LA PRAIRIE is well known as being the centre of the richest plain for the growth of cereals in Manitoba. Several industries have been successfully started, viz.: paper mills, biscuit factory, flour and oatmeal mills, etc. The population now numbers over 3,000. The Manitoba and Northwestern Railway have their headquarters and eastern terminus at this point.

CARBERRY, the county town of Norfolk, is in the centre of the wheat-growing area known as the "Beautiful Plains." Grain to the extent of over 300,000 bushels was shipped from this point last season. The population is now over 300. The first building was erected a little over a year ago.

BRANDON is located at the crossing of the Assiniboine River. It is the market town for the country north to Minnedosa and south to the Turtle Mountains. Four large elevators have been erected this year in expectation of the large amount of grain that will flow to this point. Its growth

from the Rocky Mountains in the background, the inhabitants can well boast of its natural beauties. It is the distributing point for the great cattle ranches of the west, and also of all the mining districts in the Rocky Mountains.

NOTE.—When purchasing a ticket to Manitoba or the Canadian North-West, care should be taken to secure a *Through Ticket via the Canadian Pacific Railway*, as the price of the inland ticket will be very much cheaper by that route than by any other.

 Full information with regard to the country, its resources, the Land regulations, and the inducements offered by the Canadian Pacific Railway Company to emigrants, can be obtained by addressing the Company's Agent in London, by whom correspondence is invited.

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